

OLD TOWN CIVIC ASSOCIATION

Draft Waterfront Plan

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OTCA Waterfront Planning Committee

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OTCA Waterfront Study

Boundaries

Begins at north waterfront; excludes Mirant

Ends at bike path that separates Fords Landing and Jones Point Park

Includes property east of Union Street and east of Fairfax Street on northern end

Includes portion of Windmill Hill Park west of Union Street

OTCA Waterfront Committee

Mission Statement

Create waterfront plan that represents the vision and ideas of OTCA members. Approved plan will be OTCA's template and used during the City's planning process for waterfront.

OTCA Waterfront Vision

Alexandria's waterfront is a special place on the Potomac River: resplendent with restored historic buildings, artful landscaped gardens, river walks, cafes and marinas, it is vibrant, green, open and inviting. The waterfront successfully connects us to our rich seaport past while providing a unique 21st century experience for residents and visitors from around the world.

Committee's Initial Determinations

- Will need additional safety patrols, garbage pick-up and frequent shoreline trash removal.
- Will need a comprehensive Old Town pedestrian, bicycle and motor vehicle study and parking plan.
- All waterfront plans are affected by Federal government, Chesapeake Bay Act, flooding issues.
- Need waterfront signage so visitors are immediately aware of historic buildings, walkways and other significant sights.
- Does not envision MAJOR changes to Oronoco Bay or Founders Park at this time. Windmill Hill Park plan already in play.

Membership Questionnaire

- Response Number Very High: 540 Sent Out
 - 171 representing a 32 percent return
 - As a result, some questions score statistically reliable
- Many Added Ideas, Suggestions, Etc.
 - Forty-five percent of responding members took time to add value with their written comments

Alexandria Waterfront Historic Buildings

- Twenty-six buildings between Potomac River and Union Street built prior to 1950
- Only two buildings preserved from 18th century:
 - 100 Prince & S. Union, Shreve and Lawrason Warehouse, ca 1784 (Olingers' home)
 - 100-104 S. Union, Fitzgerald's Warehouse, ca 1797-1799 (building Starbucks is in)
- Fifteen buildings probably date to 19th century
- Ten structures built in the first half of 20th century

Conclusions: *What Stands Out*

- OTCA members support waterfront planning with few caveats.
- Most seek flexibility as long as it doesn't affect historic buildings or leads to greater density, tall buildings, or environmental damage.
- Parking and traffic a real issue.
- Protect property purchased with open space money; none to be resold to developers.
- Public access: both physically and visually.
- Natural gardens and water uses sought.
- Less is better: clean and uncluttered.
- Bring waterfront's history to life.

Conclusions: What's Out

- No destruction of historic buildings.
- Majority against eminent domain; some favor targeted use.
- Few favor increasing density; no changes in FAR
 - None in exchange for affordable housing
 - None as basis for increasing tax revenue
 - No increase in height limits
- No increase in special events (do like City's birthday party, Red Cross waterfront event, arts festival).
- No reduction of residents' parking availability.

OTCA Waterfront Standards

- Waterfront area is defined as that area lying to the east of Fairfax Street and running from the Mirant Plant on the north to the north side of Jones Point Park on the south.
- Each standard is of equal importance.
- All must be strictly adhered to.